

APPROVED: Meeting No. 01-93

ATTEST: *Sharon A. Gran*

MAYOR AND COUNCIL  
ROCKVILLE, MARYLAND  
Meeting No. 41-92

December 15, 1992

The Mayor and Council of Rockville, Maryland, convened in Worksession in the Council Chamber, Rockville City Hall, 111 Maryland Avenue, Rockville, Maryland, on December 15, 1992, at 7:00 p.m.

PRESENT

Mayor Douglas M. Duncan

Councilmember James F. Coyle (arr. at 7:40 p.m.)

Councilmember Rose G. Krasnow

Councilmember James T. Marrinan

ABSENT

Councilmember David Robbins

In attendance: City Manager Bruce Romer, City Clerk Sharon Gran, Assistant City Manager Rick Kuckkahn, Traffic Engineer Joe Cutro and Transportation Planner Larry Marcus.

Also in attendance: Harry Lehrer, President, Glen Hills Citizens Association, Steve Peck and Roger Blond.

Re: Worksession with Traffic  
and Transportation  
Commission

Traffic and Transportation Commission Members Dennis Cain, Stan Klein, Alan Levine, Herbert Pennock and Richard Resnick discussed the following issues with the Mayor and Council in connection with speed and volume control on Scott Drive.

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The City Manager referenced a report dated October 23, 1992, which provided three recommendations:

1. install experimental rumble strips on Scott Drive in the vicinity of the bridge;
2. recognize that a traffic circle may be an option, but put off decision for one year pending the trial period for the rumble strips; and
3. work with Montgomery County on diversionary controls and other measures.

The third recommendation has been initiated with a letter to County Executive Neal Potter on November 30, 1992, requesting cooperation in addressing the traffic conditions on Scott Drive, particularly with respect to the new Willows of Potomac development.

Staff is prepared to proceed to install the rumble strips and has received Mayor and Council approval.

A follow-up memo of November 9, referenced three additional issues:

- o reducing the two-lane bridge to one-lane. This is not recommended for safety reasons and would have no effect on traffic volumes.
- o reducing the speed limit below the present 25 mph which would be illegal.
- o sufficiency of current school zone signs.

Mr. Cutro described the material composition of two types of rumble strips, the factors affecting their functionality (i.e., noise, durability with snowplows). An example of locations where each type is being used was provided.

Discussion followed regarding the traffic volume. It was noted that Scott Drive is a minor primary road with a 4,000 vehicle per day capacity. The planned development of Willows of Potomac was described and the projected impact on Scott Drive traffic volume (2,000-2,500 additional

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vehicles per day). The possibility of changing the access point for the Willows development, which would involve a revision of the site plan, was mentioned. Although this is probably not a viable solution, staff will follow up with the County.

Mayor Duncan noted the need to divert traffic from Scott Drive and onto an arterial road such as Wootton Parkway. Mr. Klein commented that the County should be required to observe the City's laws with respect to traffic volumes when making decisions affecting City streets.

Staff will work with the County to divert traffic from the neighborhood. The County Department of Transportation staff is currently working with a neighborhood group with respect to traffic in the area, but implementation of any recommendations is at least two years away.

Other alternatives discussed were:

- o Traffic circles. These are expensive and would not have an impact on the volume of traffic. If one were installed, it would be located near the bridge.
- o Reduce two-lane bridge to one-lane. Given the current volume of traffic, Mr. Cutro feels that it would not be a safe practice to compress two lanes of traffic into one.
- o Speed bumps. Mr. Peck indicated that two would be needed, one at the City limit line and one west of the bridge. It was his opinion that speed bumps would slow down traffic.

Concern was expressed that speed bumps present a liability issue and should not be recommended. It was agreed that an opinion would be requested of the City Attorney regarding the potential liability of speed bumps. Should this opinion indicate that there is little or no liability involved, the neighborhood could be surveyed as to whether rumble strips or speed bumps would be more effective.

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There was agreement that the following course of action would be pursued:

- o An opinion would be requested from the City Attorney with respect to liability associated with speed bumps.
- o If speed bumps do not present a liability problem, the Neighborhood Traffic Management Guidelines would be implemented for determination as to whether speed bumps or rumble strips would be the most viable alternative.
- o In the interim, staff will continue to follow-up with Montgomery County on diversionary controls and other measures to mitigate the traffic conditions on Scott Drive.

Re: Adjournment

There being no further business to come before the Mayor and Council, the meeting was adjourned at 7:45 p.m., to convene again in General Session at 7:30 p.m. on January 11, 1993, or at the call of the Mayor.